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Hamilton Chamber of Commerce

L Brief to the ... Minister of Transport
re Hamilton Civic Airport expansion

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B R I E F

to the

HON. DONALD C. JAMIESON

Minister of Transport

re

HAMILTON CIVIC AIRPORT EXPANSION

Submitted by

HAMILTON CHAMBER OF COMMERCE

and

HAMILTON ECONOMIC DEVELOPMENT COMMISSION

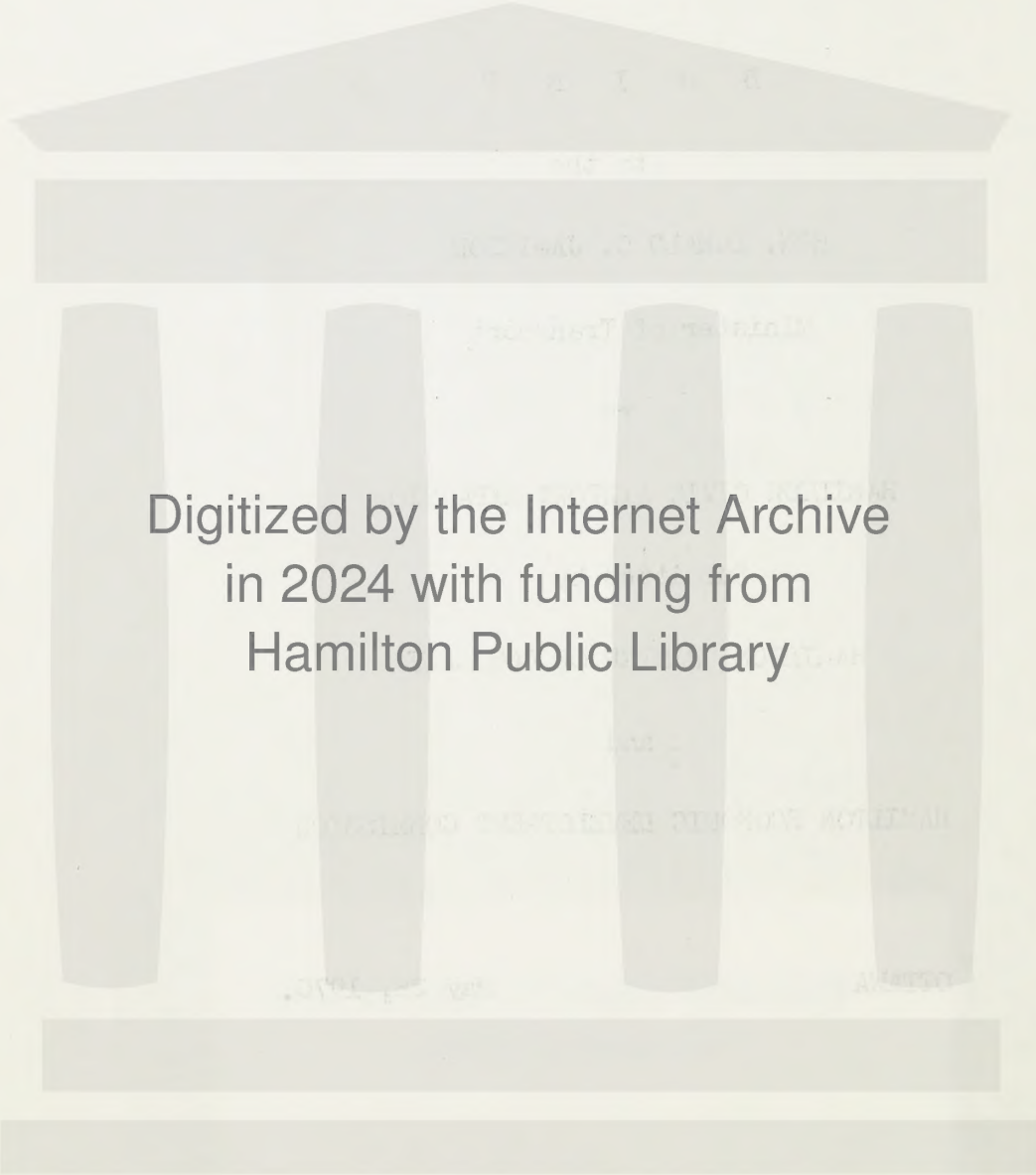
OTTAWA

May 28, 1970.

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Hon. D. C. Jamieson,
Minister of Transport,
Parliament Buildings,
Ottawa.

Mr. Minister:

Hamilton needs and wants its own first line regional airport.

The reasons are many and sound.

The Hamilton Chamber of Commerce and the Hamilton Economic Development Commission have been interested for sometime in the future development of our Civic Airport. The Chamber conveyed its views to you in writing, Mr. Minister, on January 23, 1970. The Economic Development Commission had a study made on the probable effect of the possible expansion of Mount Hope's facilities by the Centre for Applied Research & Engineering Design (CARED) at McMaster University, and a copy of this study is attached to this letter. At the risk of oversimplifying, we would point out to you that this report states quite flatly that airport expansion is essential to the continued growth of the Hamilton area.

In addition, for some considerable time, it has been obvious that the present Toronto International Airport at Malton is nearing its capacity and that facilities must either be augmented or replaced. We, in Hamilton, think that Hamilton's Civic Airport located at Mount Hope some 9 miles from our City Hall, could relieve existing pressures at Malton almost immediately in three ways:

1. By increasing the number of passenger flights in and out of Mount Hope as we understand that over 30% of passengers using Malton Airport come from west of Oakville.
2. By increasing substantially the number of charter air flights originating from Mount Hope, particularly those composed of people from Hamilton, Brantford, Kitchener

and the Niagara area.

3. By increasing air freight shipments from our Hamilton area industries and also from industries in the same area as referred to in connection with charter flights.

In urging you to give serious consideration to substantial expansion of our airport's existing facilities, we would draw to your attention the following factors which we feel might have a bearing upon your thinking in this regard:

1. ACCESSIBILITY - Our present airport at Mount Hope is easily accessible now to St.Catharines, Niagara Falls, Welland, Haldimand and Norfolk Counties and Brantford, and will soon be much more accessible to the Kitchener-Galt-Guelph area upon the completion of the present expansion plans for highways #8 and #6 from those cities to Hamilton. Access from Burlington, Oakville and Malton would be provided simply if a new branch of Highway #403 were extended from the present interchange at Mohawk Road in Hamilton along existing roads direct to the airport.
2. MARKET - In addition to the Metropolitan Hamilton market, an expanded airport at Mount Hope would serve easily the cities and areas noted above, particularly Kitchener, Brantford, St.Catharines and Niagara Falls, and particularly the Counties of Haldimand and Norfolk as they expand their requirements for airport service with the Industrial Development plans for Nanticoke and on the Lake Erie shore.
3. LOCATION - The present location of our airport at Mount Hope is much more significant now in view of these plant developments at Nanticoke by Ontario Hydro, Stelco and Texaco, all three of which should result in a substantial population growth in this

area within the next 10 years, and should also spur further industrial development in this general region of Lake Erie.

4. AVAILABILITY OF LAND - Several thousand acres of land are available for airport expansion purposes at costs which are presently running from \$800. to \$1,500. per acre.
5. TOPOGRAPHY - The land itself for several miles around the airport is relatively flat, falling away gently from Mount Hope to the shores of Lake Erie. There are no obstructions of any height whatever either from the direction of the city or from Lake Erie, or anywhere else in that area for that matter.
6. HIGHWAYS - As mentioned above, Highway #403 can be connected readily to the airport from the present Mohawk Road interchange. It would also be comparatively simple to extend this connection through to an expanded Highway #6 running south from Hamilton to Lake Erie.
7. WEATHER - General weather conditions at Mount Hope, particularly with regard to fog and snow, are almost identical to those at Malton. One significant fact, however, is that Malton is below the escarpment while Mount Hope is above it. If Mount Hope were developed, each of these airports could use the other's facilities when weather conditions differed. This does occur from time to time with regard to fog which infrequently settles on top of the escarpment, but which other times settles below the escarpment, leaving the top of the escarpment free.
8. NOISE - The whole problem of noise as it might affect residents can be overcome very substantially by reorienting the runways at Mount Hope so that they run parallel to the escarpment and to major built-up areas, thus causing planes to avoid these

built-up areas.

9. ZONING - At the present time it would be comparatively easy to place several thousand acres of land around the airport under zoning control. This would make it possible to prepare plans for future industrial, commercial and residential development in the immediate area of the airport itself.
10. BUFFER ZONES - The Dundas Valley and several golf courses in the immediate vicinity provide a readymade buffer zone for an expanded airport.
11. SERVICES - Electric power and city water services are already installed at Hamilton Civic Airport, and plans could be made for their expansion to match proposed development.
12. RESULT - It has been estimated that our present airport at Mount Hope could be in operation in a period of from $1\frac{1}{2}$ to 2 years' time at a total cost of not more than \$ 125 to \$ 150 million including costs of land assembly, runways and terminal buildings.

CONCLUSION:

There is no doubt that the Hamilton area and the cities and towns west of Oakville within a 40-mile radius can justify the indicated need for a full service airport. Certainly if Toronto International Airport had not been at Malton only 40 miles away, Hamilton and its surrounding area market has been sufficiently large for a number of years to justify a full service mainline airport.

Hamilton is the only city of its size in Canada without its own major airport facilities. The only other city of comparable size in North America without similar facilities is Jersey City which, of course, is quite close to the two airports in New York City and one at Newark.

Hamilton City Council has already gone on record as being in favour of a major regional airport at Mount Hope and the Civic Airport Committee, and particularly its Chairman, Alderman J.A.Bethune, have worked closely in support of us in the preparation of this submission.

Finally, Mr. Minister, we stress again our need for expanded airport facilities for the future development, not only of Hamilton, but of the whole area surrounding us. We want such facilities, and we are prepared to work as a team with you and your officials to achieve these goals.

A. R. OLIVER,
PRESIDENT,
HAMILTON CHAMBER OF COMMERCE

R. R. CRAIG,
CHAIRMAN,
HAMILTON ECONOMIC DEVELOPMENT
COMMISSION.

May 28, 1970.



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